



U.S. Army Corps
of Engineers
Baltimore District

Public Notice

In Reply to Application Number
CENAB-OP-RMS(FOREST CITY SEFC LLC/ THE YARDS)
2012-00869

PN 12-76

Comment Period: September 10, 2012 to October 10, 2012

THE PURPOSE OF THIS PUBLIC NOTICE IS TO SOLICIT COMMENTS FROM THE PUBLIC ABOUT THE WORK DESCRIBED BELOW. AT THIS TIME, NO DECISION HAS BEEN MADE AS TO WHETHER OR NOT A PERMIT WILL BE ISSUED.

The Baltimore District has received an application for a Department of the Army Permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act (33 U.S.C. 1344), as described below:

APPLICANT: Forest City SEFC LLC
ATTN: Mr. Ramsey Meiser
1615 L Street NW, Suite 400
Washington, DC 20036

LOCATION: In the Anacostia River, south of the intersection of Water Street and 3rd Street, at 10 Water Street, SE, Washington, District of Columbia.

WORK: To install three new floating public piers and eight new floating private piers; to construct two new fixed private piers and one fixed public pier; to construct sewage pump-out facilities; and to install lighting, potable water, power, fire protection, and winterization; as described in detail below.

Plan “A” Piers: To construct an irregularly-shaped 12-foot long by 22-foot wide fixed pier attached to the existing steel sheet pile bulkhead, connected by a 5-foot wide by 100-foot long aluminum gangway to an irregularly-shaped 17-foot long by 18-foot wide fixed pier attached to the steel sheet pile bulkhead, connected to two parallel floating piers, as described within the descriptions of Dock 1 and Dock 2, perpendicular to the steel sheet pile bulkhead, separated by approximately 65 feet, including Dock 1 - to install a floating 8-foot wide by 136-foot long pier with a 17-foot long by 22-foot wide “L-head” on the landward end of the pier and four 4-foot wide by 40-foot long finger piers with 32-foot wide gaps between them on the west side of the pier alternating with four 4-foot wide by 35-foot long finger piers with 30 foot wide gaps between them on the east side of the pier, connected on the west side of the fixed pier by a 5-foot wide by 60-foot long aluminum gangway; and Dock 2 – to install a floating 8-foot wide by 142-foot long pier with a 12-foot long by 14-foot wide “L-head” on the landward end of the pier and four 4-foot wide by 35-foot long finger piers with 30 foot wide gaps between them on the west side of the pier alternating with five 4-foot wide by 40-foot long finger piers with 32 foot wide gaps between them on the east side of the pier, connected on the east side of the fixed pier by a 5-foot wide by 50-foot long aluminum gangway, all to extend no more than 72 feet channelward of the existing pier headline and 179 feet channelward of the existing steel sheet pile bulkhead and all to extend no less than 10 feet landward of the limit of the existing Federal channel.

Plan “B” Piers: To install a 8-foot wide by 292-foot long floating pier running parallel to the existing steel sheet pile bulkhead, connected to three parallel floating piers, as described within the descriptions of Dock 3, Dock 4, and Dock 5, perpendicular to the existing steel sheet pile bulkhead, including Dock 3 - to install a

floating 8-foot wide by 125-foot long pier with four 4-foot wide by 60-foot long finger piers with 37-foot gaps between them on the west side of the pier directly opposite of three 4-foot wide by 60-foot long finger piers with 37-foot gaps between them on the east side of the pier; Dock 4, located approximately 107 feet to the east of Dock 3, – to install a floating 8-foot wide by 112-foot long pier with three 4-foot wide by 50-foot long finger piers with 34-foot gaps between them on the west side of the pier; and Dock 5, located approximately 30 feet to the east of Dock 4, – to install a floating 20-foot wide by 107-foot long pier, connected to the proposed work in Plan “C” section by a 5-foot wide by 70-foot long aluminum gangway; and to install a floating 4-foot wide by 6-foot long mobile marina trash skimmer, all to extend no more than 45 feet channelward of the existing pier headline and 141 feet channelward of the existing steel sheet pile bulkhead and all to extend no less than 10 feet landward of the limit of the existing Federal channel.

Plan “C” Piers: To construct an irregularly-shaped 16-foot long by 23-foot wide fixed concrete pier attached to the existing steel sheet pile bulkhead, connected to Plan “B” piers by an aluminum gangway and to the Plan “C” piers by a 5-foot wide by 70-foot long aluminum gangway to 8-foot wide by 192-foot long floating pier running parallel to the existing steel sheet pile bulkhead, connected to two parallel floating piers, as described within the descriptions of Dock 6 and Dock 7, perpendicular to the steel sheet pile bulkhead, separated by approximately 70 feet, including Dock 6 - to install a floating 8-foot wide by 137-foot long pier with three 4-foot wide by 50-foot long finger piers with 34-foot gaps between them on the west side of the pier alternating with four 4-foot wide by 40-foot long finger piers with 32-foot gaps between them on the east side of the pier; and Dock 7 – to install a floating 8-foot wide by 168-foot long pier with four 4-foot wide by 40-foot long finger piers with 32-foot gaps between them on the west side of the pier alternating with five 4-foot wide by 40-foot long finger piers with 32-foot gaps between them on the east side of the pier, all to extend no more than 10 feet channelward of the existing pier headline and 179 feet channelward of the existing steel sheet pile bulkhead and all to extend no less than 15 feet landward of the limit of the existing Federal channel.

Plan “D” Piers: To install two parallel floating piers, as described in the descriptions of Dock 8 and Dock 9, perpendicular to the steel sheet pile bulkhead and separated by approximately three feet, including Dock 8 - To install a 9-foot wide by 180-foot long floating dock with a 4-foot wide by 70-foot long aluminum gangway; and Dock 9, located approximately 3 feet to the east of Dock 8, – to install a 30-foot wide by 180-foot long floating dock with a 8-foot wide by 70-foot long aluminum gangway, all to extend no more than approximately 181 feet channelward of the existing steel sheet pile bulkhead and no less than approximately 35 feet landward of the limit of the Federal channel. All work will be completed in accordance with the enclosed plan(s). If you have any questions concerning this matter, please contact Ms. Vera Jaffe, of this office, at (410) 962-6144 or by email Vera.B.Jaffe@usace.army.mil

The purpose of the work is to provide water-based educational, recreational, commercial and cultural opportunities; improve navigation and water quality; and comply with current Americans with Disabilities Act, United States Coast Guard and Homeland Security requirements. The private piers are intended for day-use and year-round leased slips for nearby residents. As part of the planning process for the proposed project, steps were taken to ensure avoidance and minimization of impacts to aquatic resources to the maximum extent practicable. No mitigation is proposed. The Washington Harbor Federal Navigation Project exists within the project area. The applicant has requested a variance to construct the proposed project 10, 15, and 35 feet from the edge of the Federal channel, which is within the 75-foot Federal Navigation Project setback. There are currently no proposals to Congress requesting the de-authorization of the Federal channel in the project area. The applicant’s request for a variance is being reviewed by the Baltimore District Navigation Branch.

The Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), as amended by the Sustainable Fisheries Act of 1996 (Public Law 04-267), requires all Federal agencies to consult with the National Marine Fisheries Service (NMFS) on all actions, or proposed actions, permitted, funded, or undertaken by the agency that may adversely affect Essential Fish Habitat (EFH). The project site is not

in or adjacent to EFH as described under the MSFCMA for the Potomac River. The project area may be a potential Habitat Area of Particular Concern (HAPC). The Baltimore District has determined that the adverse effects of this project would be minimal and an abbreviated consultation will be conducted with NMFS. No mitigative measures are recommended to minimize adverse effects on EFH at this time. This determination may be modified if additional information indicates otherwise and would change the preliminary determination.

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, and, in general, the needs and welfare of the people.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials: Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity. Written comments concerning the work described above related to the factors listed above or other pertinent factors must be received by the District Engineer, U.S. Army Corps of Engineers, Baltimore District, P.O. Box 1715, Baltimore, Maryland, 21203-1715 within the comment period specified above to receive consideration.

The applicant is required to obtain a water quality certification in accordance with Section 401 of the Clean Water Act from the District of Columbia Department of the Environment. Any written comments concerning the work described above which relate to water quality certification must be received by the Water Quality Division, District of Columbia Department of the Environment, 51 N Street, NE, 5th Floor, Washington, DC 20002 within the comment period as specified above to receive consideration. The 401 certifying agency has a statutory limit of one year to make its decision.

The applicant must obtain any local government permits, which may be required.

A preliminary review of this application indicates that the proposed work will not affect listed species or their critical habitat pursuant to Section 7 of the Endangered Species Act as amended. As the evaluation of this application continues, additional information may become available which could modify this preliminary determination.

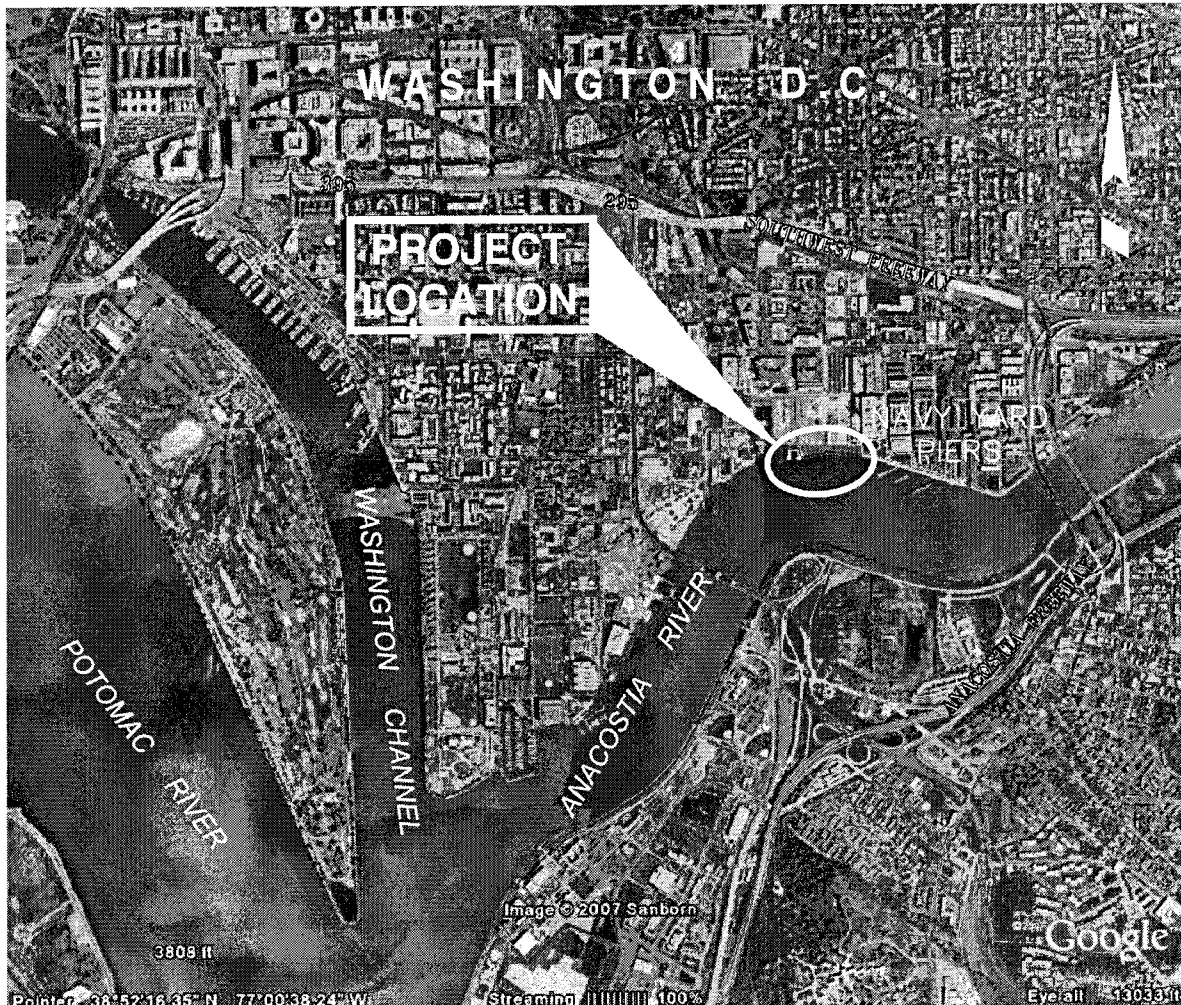
Review of the latest published version of the National Register of Historic Places indicates that no registered properties listed as eligible for inclusion therein are located at the site of the proposed work. Portions of the Yards property adjacent to the site of the proposed work and other nearby properties are listed on or are eligible for the National Register of Historic Places. Currently unknown archeological, scientific, prehistoric, or historical data may be lost or destroyed by the work to be accomplished under the requested permit.

The evaluation of the impact of the work described above on the public interest will include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404 of the Clean Water Act. Any person who has an interest which may be adversely affected by the issuance of this permit may request a public hearing. The request, which must be in writing, must be received by the District Engineer, U.S. Army Corps of Engineers, Baltimore District, PO Box 1715, Baltimore, Maryland 21203-1715, within the comment period as specified as above to receive consideration. Also, it must clearly state forth the interest which may be adversely affected by this activity in the manner in which the interest may be adversely affected.

It is requested that you communicate the foregoing information concerning the proposed work to any persons known by you to be interested and not being known to this office, who did not receive a copy of this notice.

FOR THE DISTRICT ENGINEER:

Kathy B. Anderson
Chief, Maryland Section Southern



VICINITY MAP

N.T.S.

PROJECT SUMMARY:

1. PROPOSED FIXED PIERS = 850 SQ. FT.
2. PROPOSED FLOATING DOCKS = 28,250 SQ. FT.
3. PROPOSED GANGWAY RAMPS = 1,550 SQ. FT.

ADJACENT PROPERTIES:

- ① D.C. GOVERNMENT
- ② U.S. NAVY

NOTES: DATUM - NOAA STA. 8594900
MHW ELEV (+)1.64 DC DPW DATUM
MLW ELEV (-)1.14' DC DPW DATUM

IN: ANACOSTIA RIVER
NEAR: WASHINGTON NAVY YARD

APPLICATION BY:
FOREST CITY SEFC LLC
1615 L STREET, NW, SUITE 400
WASHINGTON, DC 20036



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THE YARDS IN-WATER DEVELOPMENT

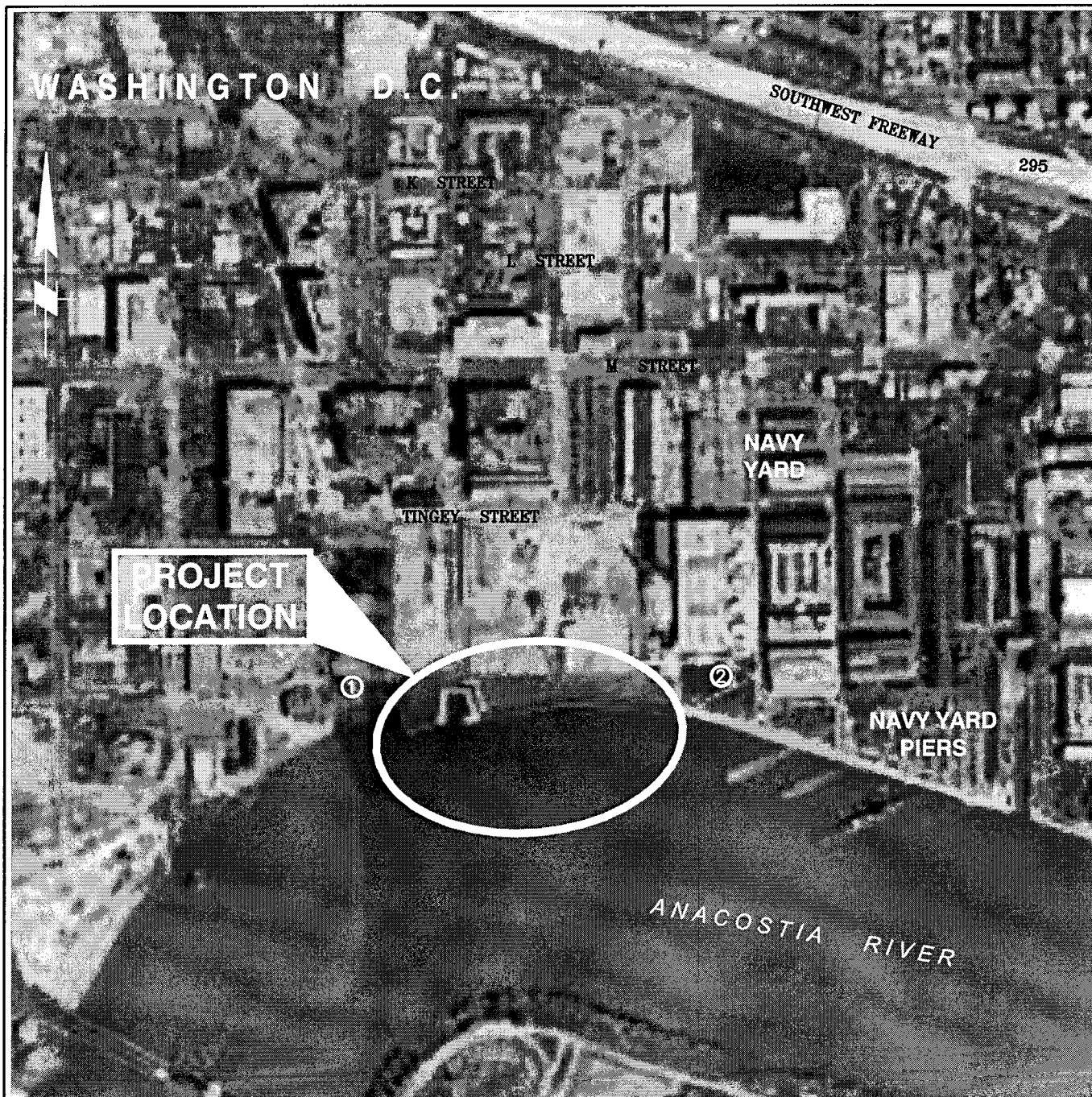
VICINITY MAP

SHEET 1 OF 13

MARCH 26, 2012



THE
Yards.

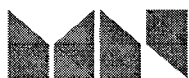


LOCATION MAP

N.T.S.

ADJACENT PROPERTIES:

- ① D.C. GOVERNMENT
- ② U.S. NAVY



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THE YARDS IN-WATER DEVELOPMENT

LOCATION MAP

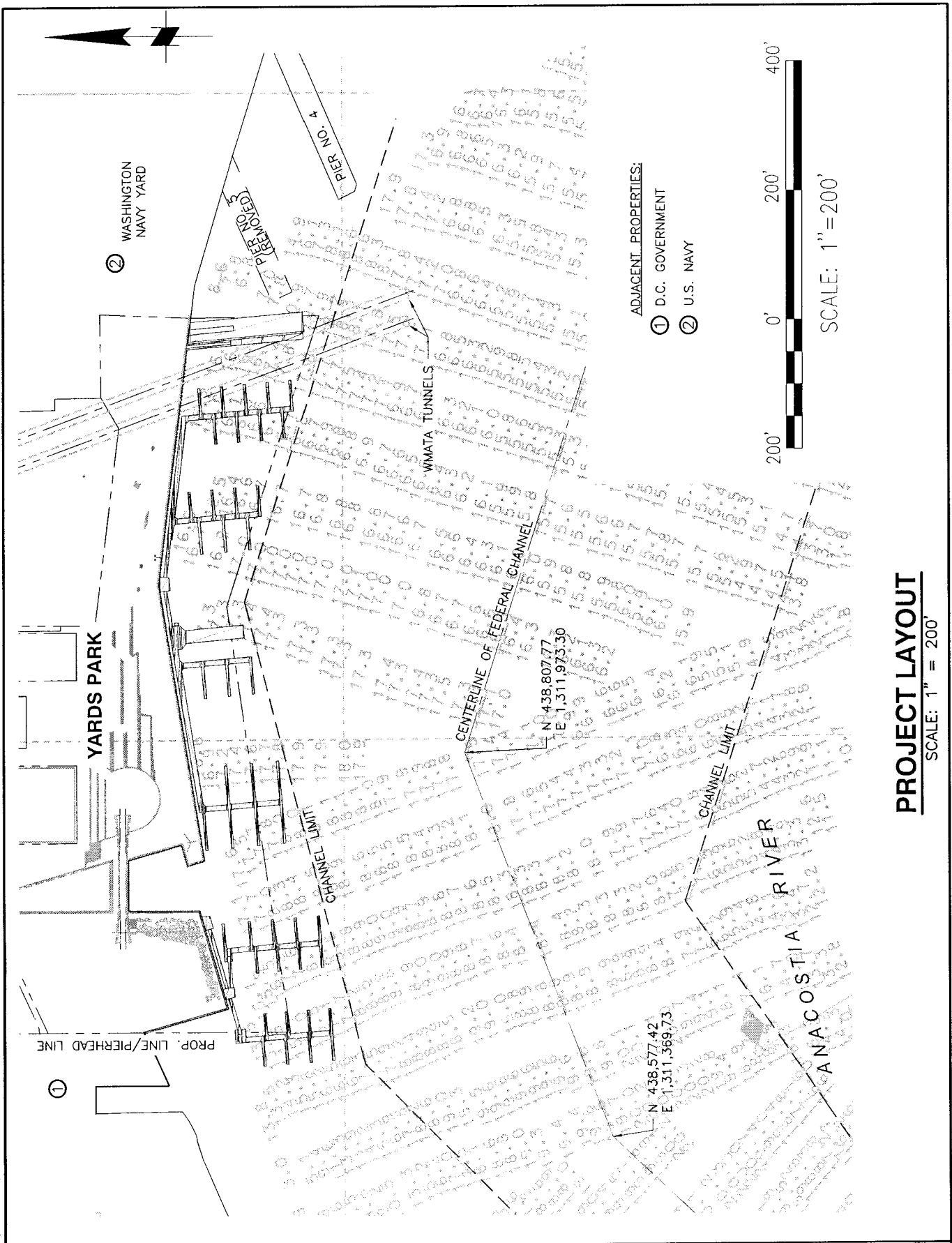
SHEET 2 OF 13

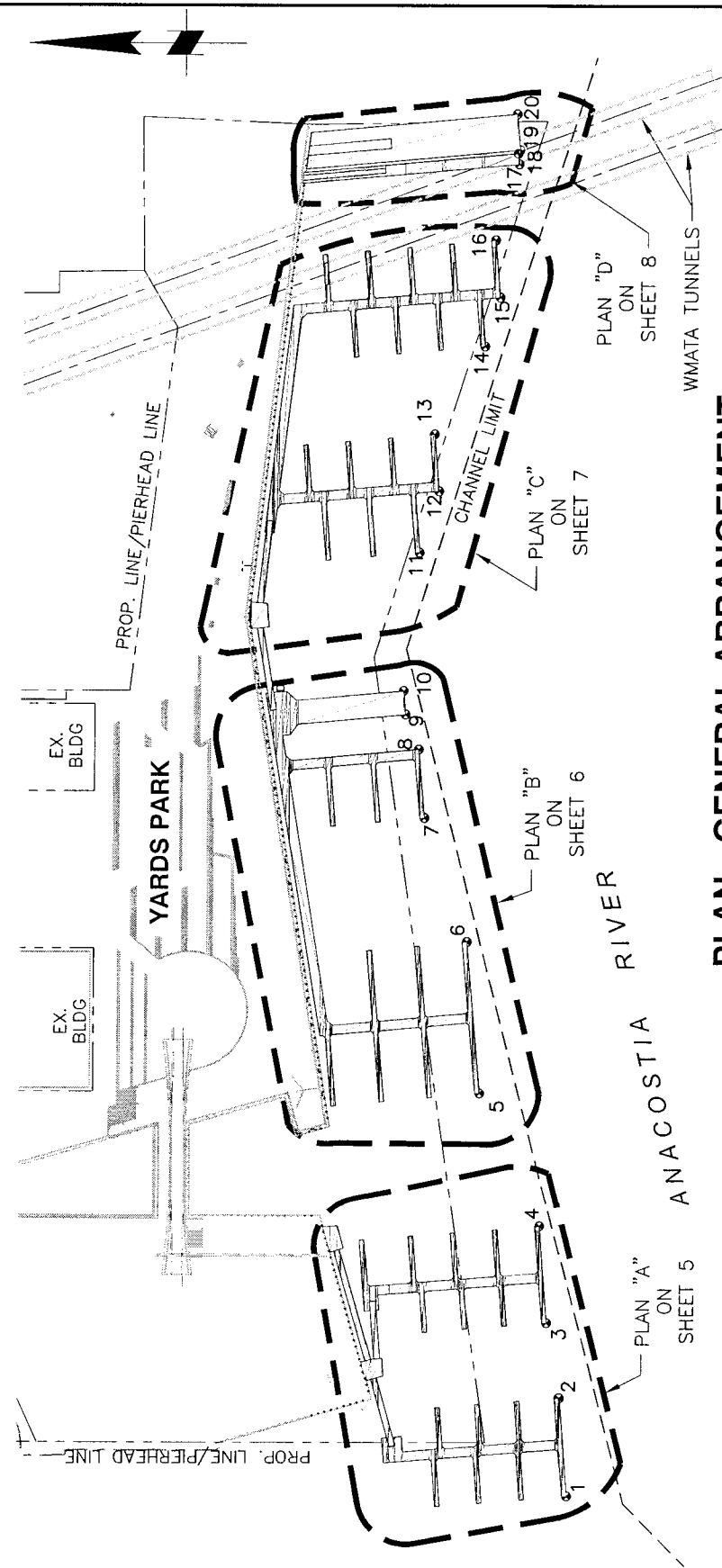
MARCH 26, 2012



THE Yards

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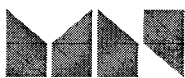


PLAN - GENERAL ARRANGEMENT

SCALE: 1" = 140'

COORDINATES		
POINT #	NORTHING	EASTING
12	439125.479	1312341.161
13	439129.499	1312388.993
14	439086.998	1312462.811
15	439074.404	1312504.010
16	439078.423	1312551.842
17	439058.978	1312615.813
18	439059.774	1312624.778
19	439058.153	1312627.612
20	439060.804	1312657.494

COORDINATES		
POINT #	NORTHING	EASTING
1	439012.076	1311491.707
2	439018.515	1311574.457
3	439029.579	1311638.793
4	439036.017	1311721.543
5	439087.930	1311834.923
6	439099.243	1311962.422
7	439136.311	1312066.316
8	439141.437	1312124.089
9	439152.996	1312153.181
10	439154.764	1312173.103
11	439141.642	1312289.627



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THE YARDS IN-WATER DEVELOPMENT

GENERAL ARRANGEMENT PLAN

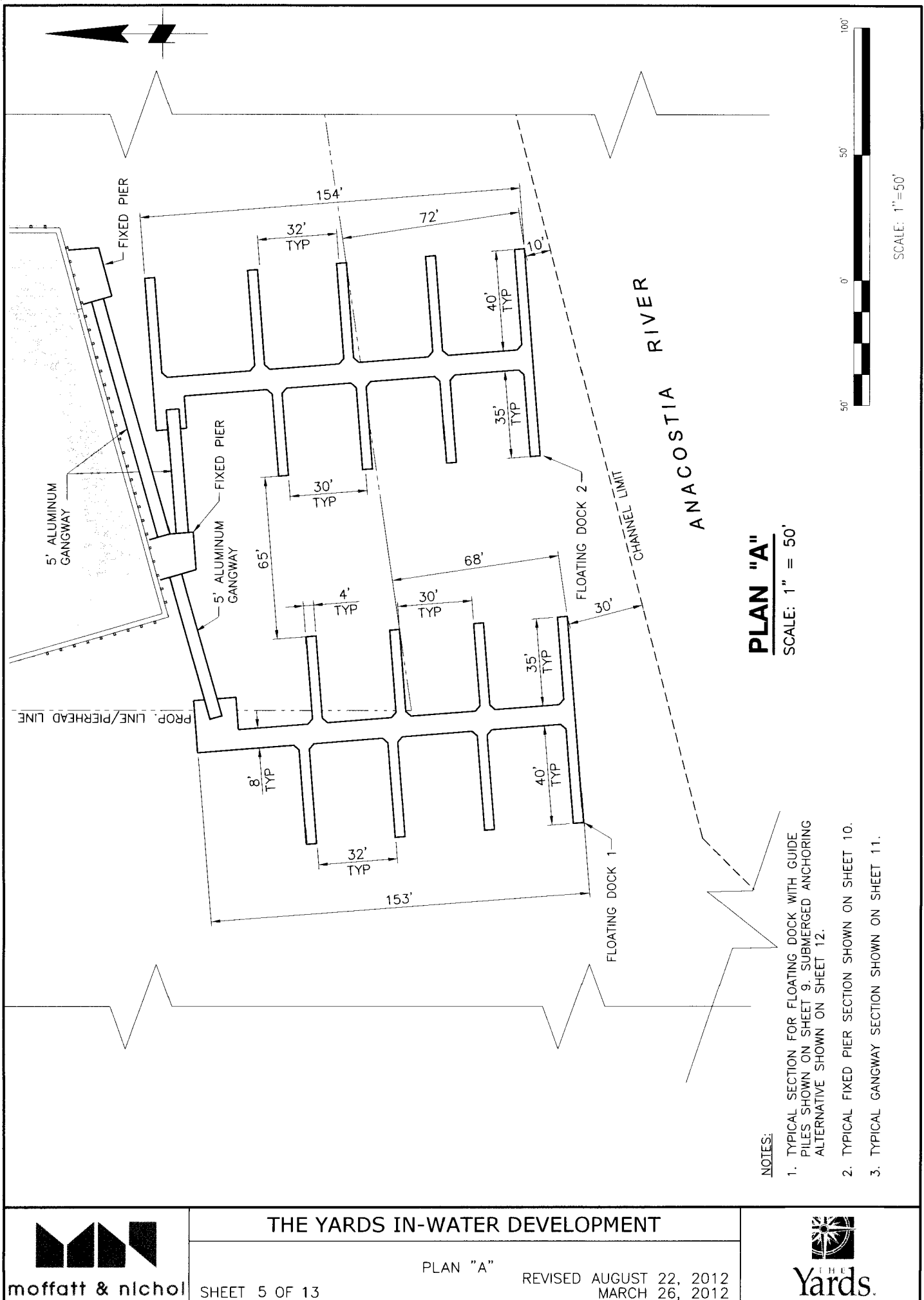
SHEET 4 OF 13

MARCH 26, 2012



THE
Yards.

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THE YARDS IN-WATER DEVELOPMENT

PLAN "A"

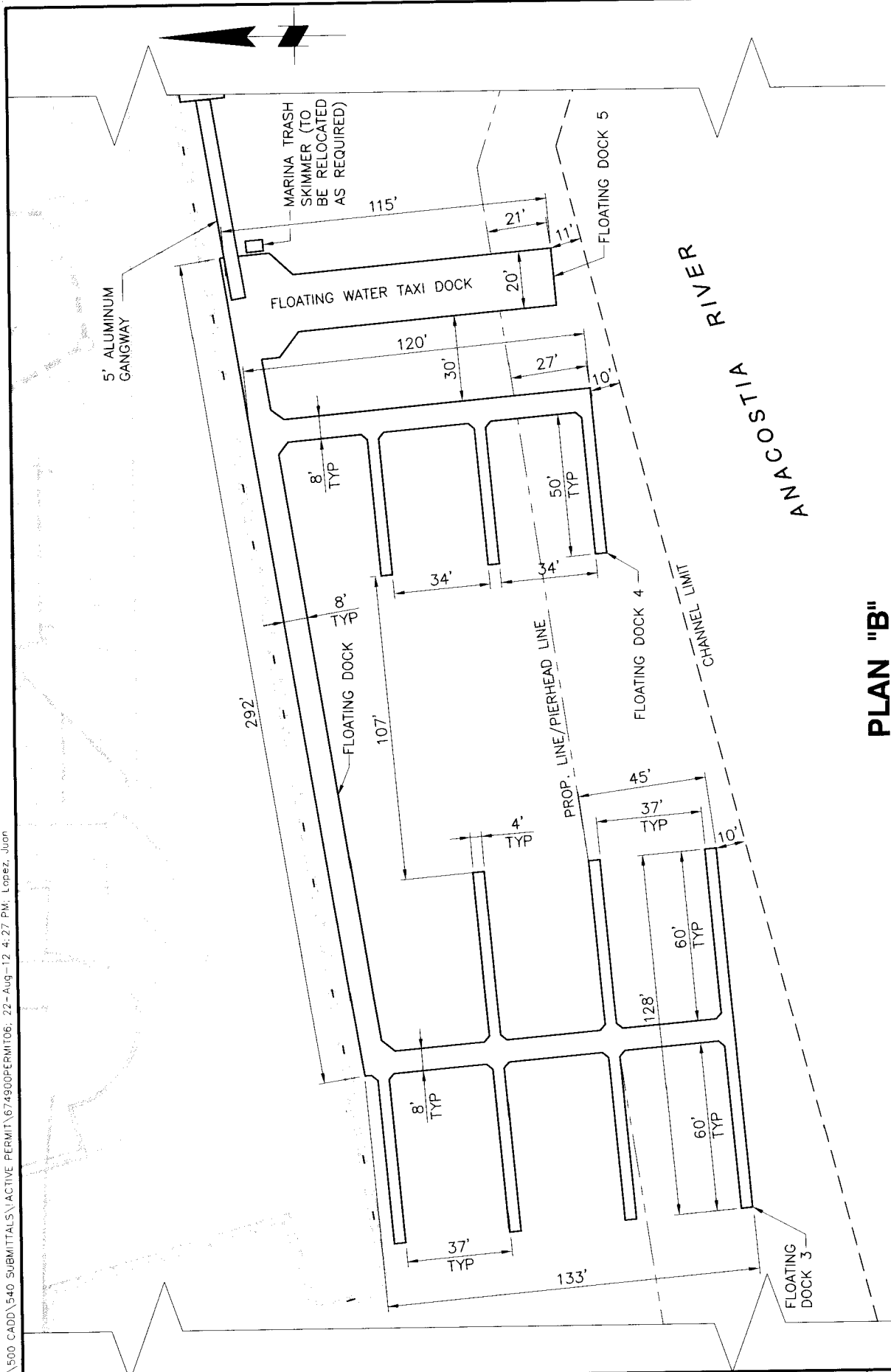
SHEET 5 OF 13

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MARCH 26, 2012



THE Yards

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PLAN "B"

SCALE: 1" = 50'

NOTES:

1. TYPICAL SECTION FOR FLOATING DOCK WITH GUIDE PILES SHOWN ON SHEET 9. SUBMERGED ANCHORING ALTERNATIVE SHOWN ON SHEET 12.
2. TYPICAL GANGWAY SECTION SHOWN ON SHEET 11.
3. MARINA TRASH SKIMMER DETAIL SHOWN ON SHEET 13.



SCALE: 1" = 50'



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THE YARDS IN-WATER DEVELOPMENT

PLAN "B"

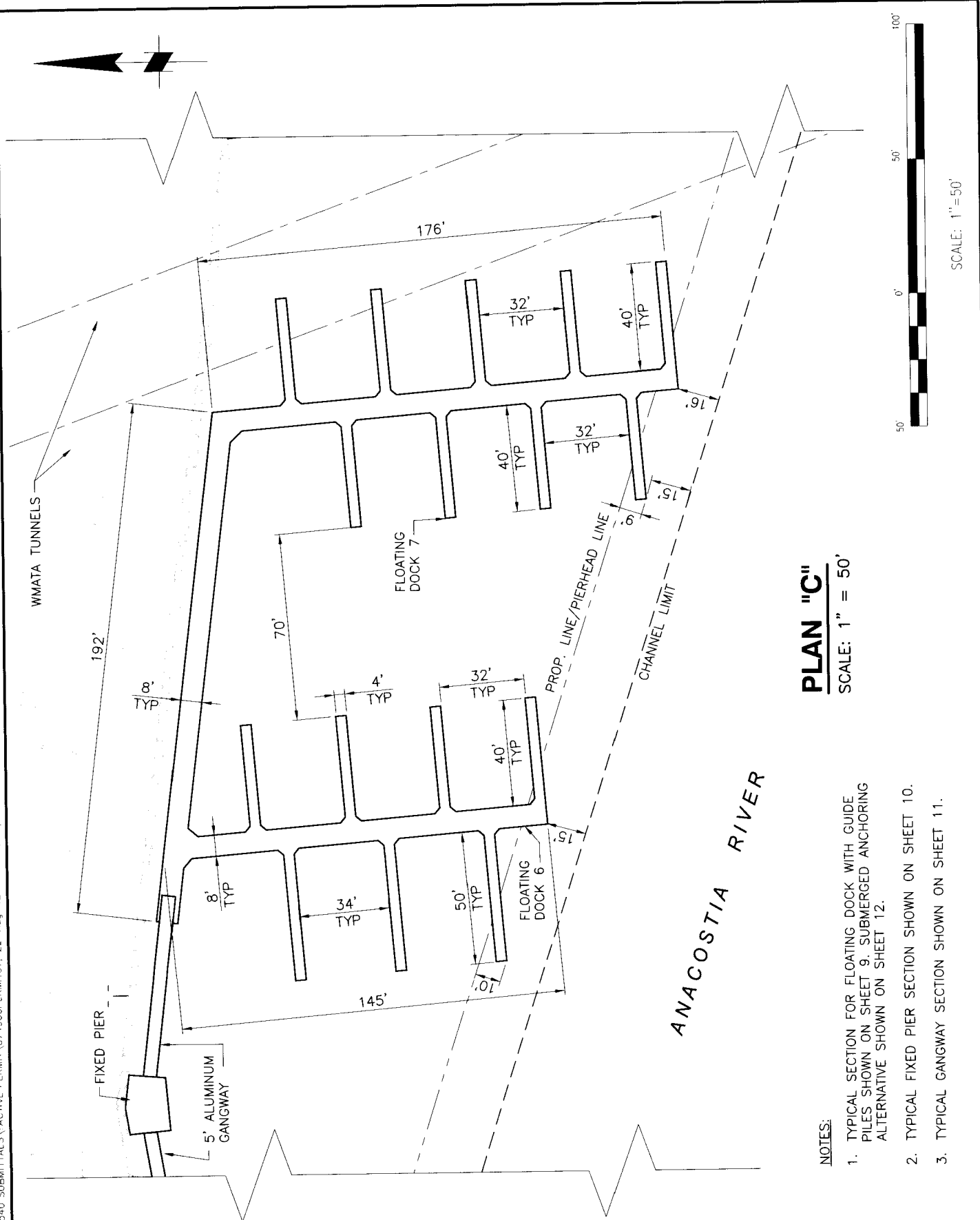
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MARCH 26, 2012

SHEET 6 OF 13



The Yards

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PLAN "C" SCALE: 1" = 50'

NOTES:

1. TYPICAL SECTION FOR FLOATING DOCK WITH GUIDE PILES SHOWN ON SHEET 9. SUBMERGED ANCHORING ALTERNATIVE SHOWN ON SHEET 12.
2. TYPICAL FIXED PIER SECTION SHOWN ON SHEET 10.
3. TYPICAL GANGWAY SECTION SHOWN ON SHEET 11.



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THE YARDS IN-WATER DEVELOPMENT

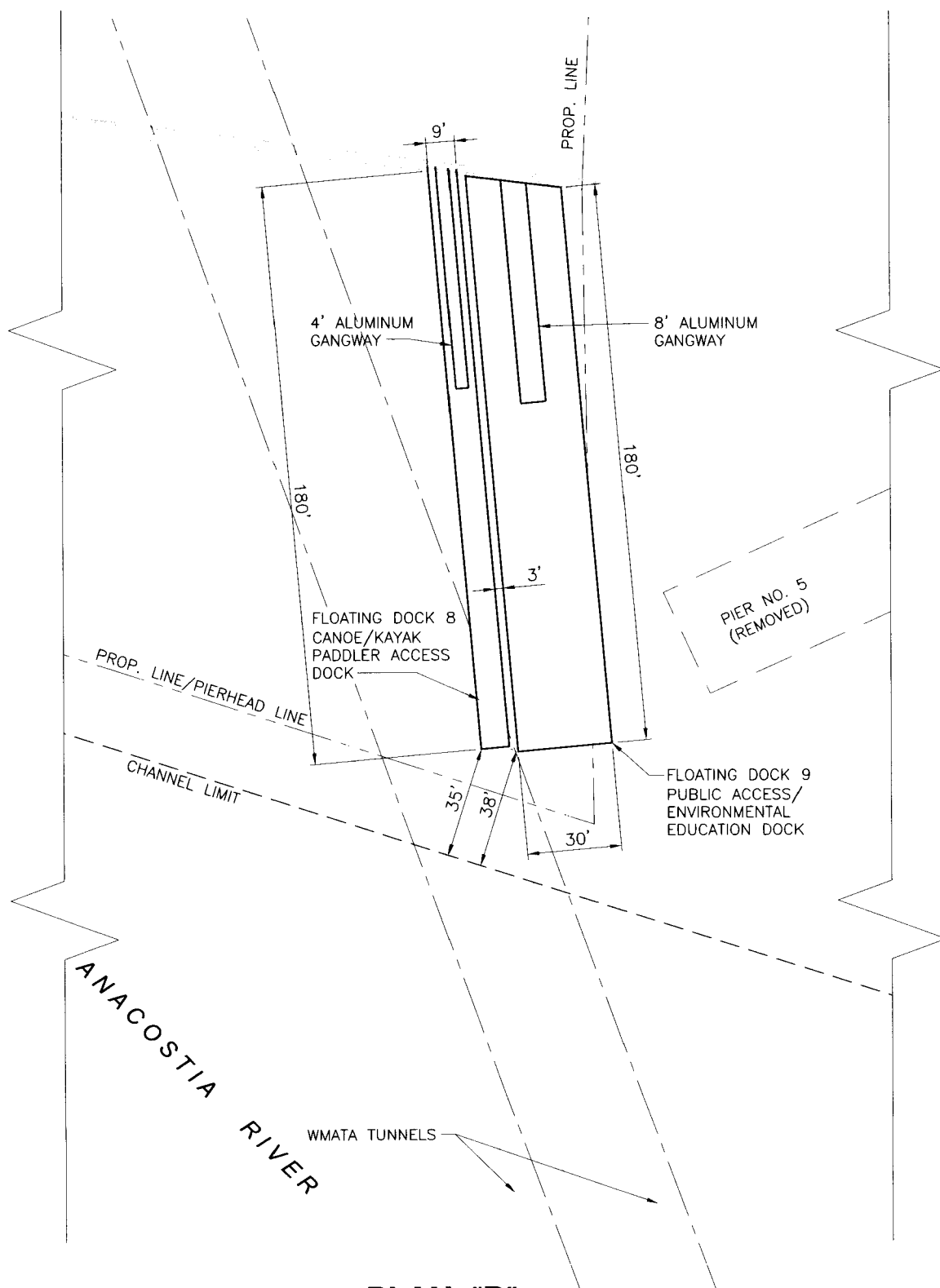
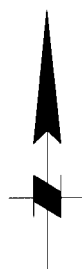
PLAN "C"

REVISED AUGUST 22, 2012
MARCH 26, 2012

SHEET 7 OF 13



The Yards.



PLAN "D"

SCALE: 1" = 50'

NOTES:

1. TYPICAL SECTION FOR FLOATING DOCK WITH GUIDE PILES SHOWN ON SHEET 9. SUBMERGED ANCHORING ALTERNATIVE SHOWN ON SHEET 12.
2. TYPICAL GANGWAY SECTION SHOWN ON SHEET 11.



SCALE: 1" = 50'



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THE YARDS IN-WATER DEVELOPMENT

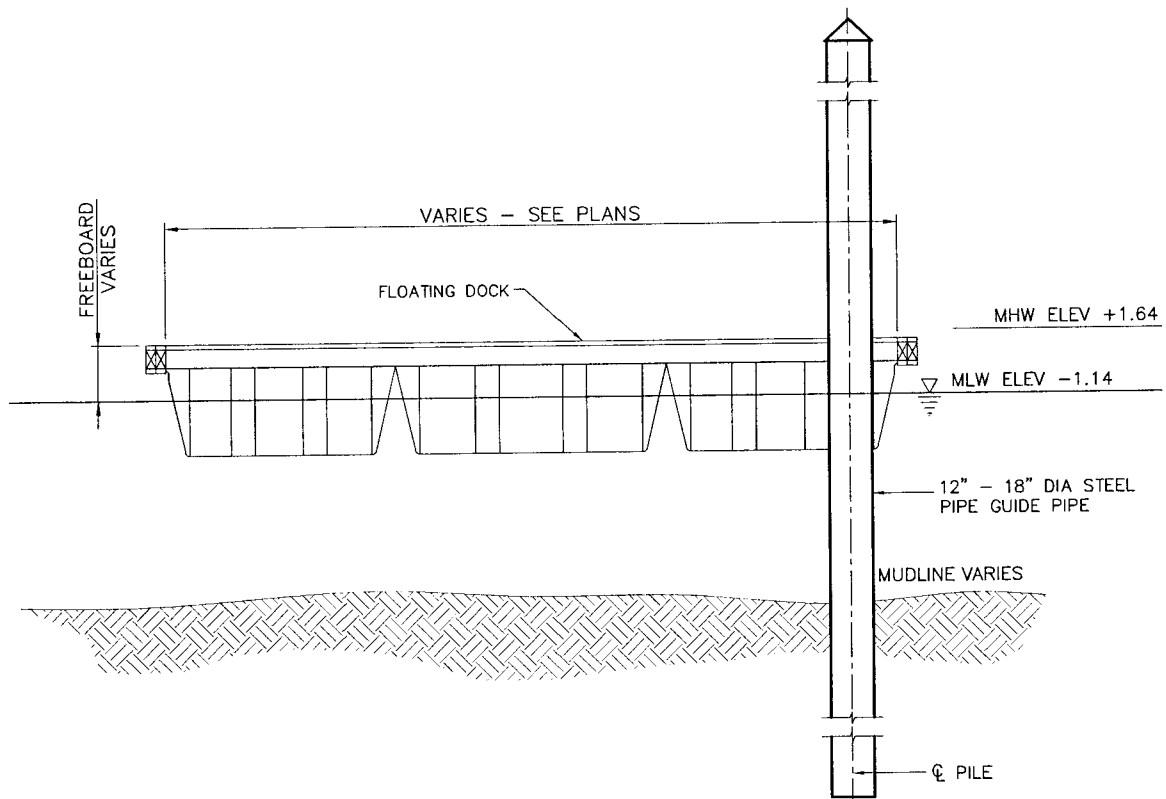
PLAN "D"

REVISED AUGUST 22, 2012
MARCH 26, 2012

SHEET 8 OF 13



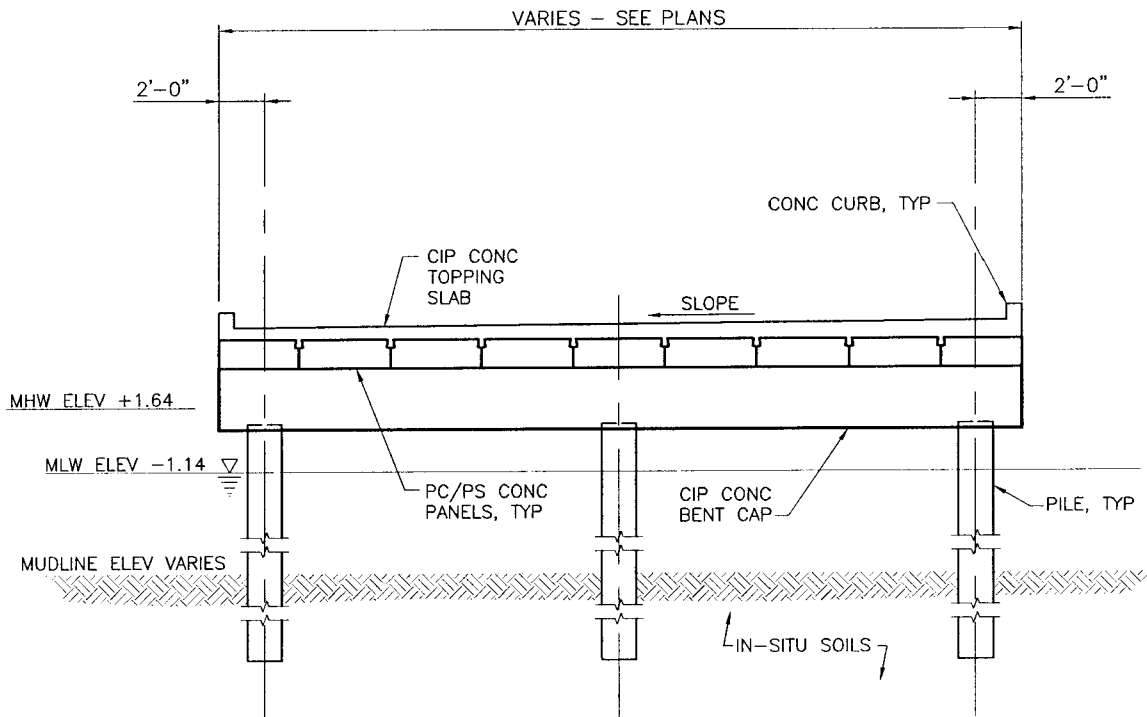
THE Yards.



SECTION A - TYPICAL FLOATING DOCK WITH GUIDE PILES

SCALE: NTS

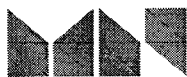
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SECTION B - TYPICAL FIXED PIER

SCALE: 1/8" = 1'-0"

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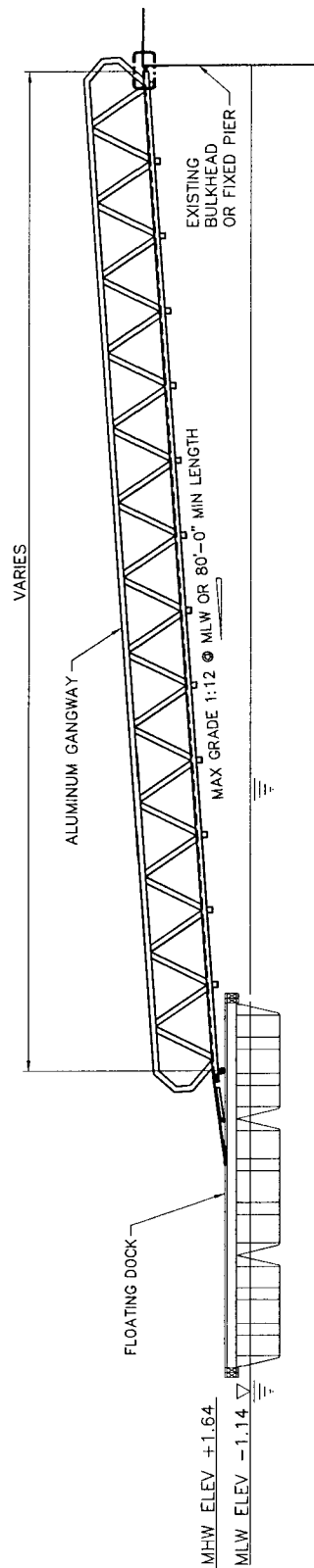
SECTION B - FIXED PIER

SHEET 10 OF 13

MARCH 26, 2012

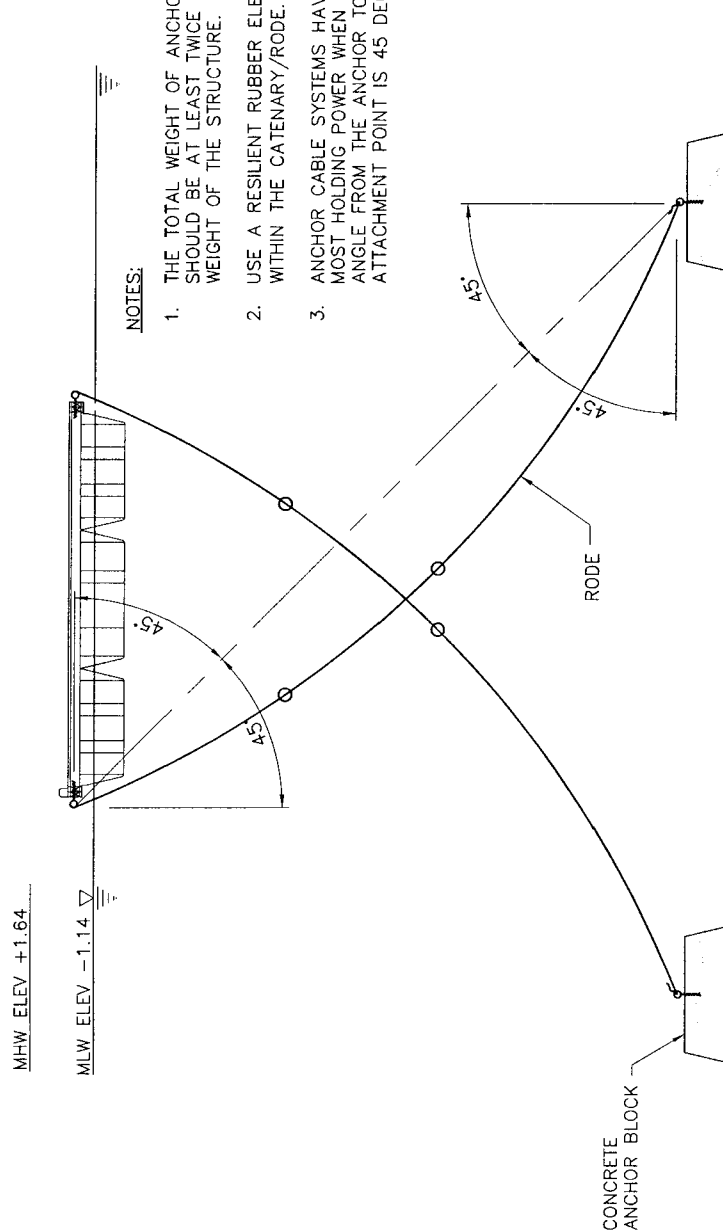


THE Yards



SECTION C - TYPICAL GANGWAY

SCALE: $3/32" = 1'-0"$

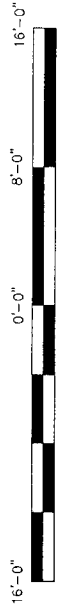


NOTES:

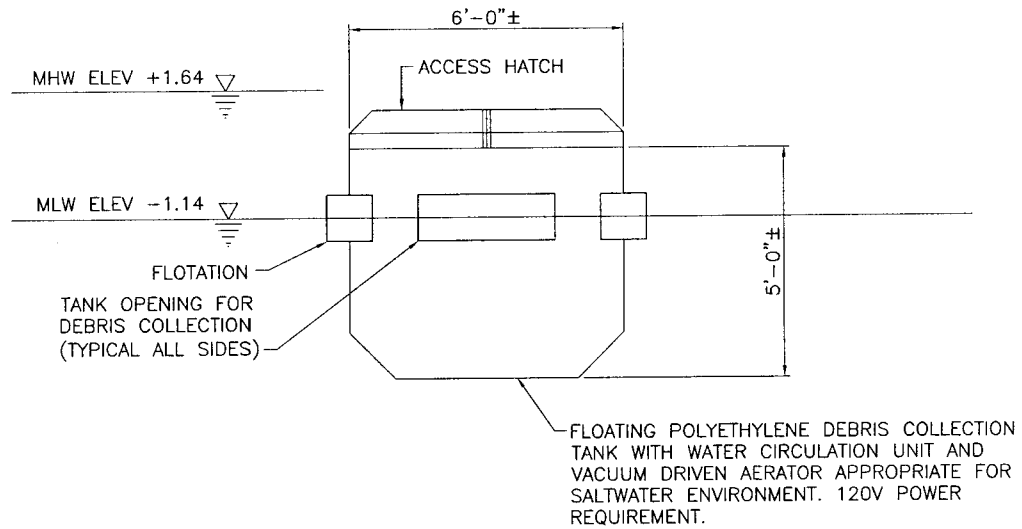
1. THE TOTAL WEIGHT OF ANCHORAGE SHOULD BE AT LEAST TWICE THE WEIGHT OF THE STRUCTURE.
2. USE A RESILIENT RUBBER ELEMENT WITHIN THE CATENARY/RODE.
3. ANCHOR CABLE SYSTEMS HAVE THE MOST HOLDING POWER WHEN THE ANGLE FROM THE ANCHOR TO ITS ATTACHMENT POINT IS 45 DEGREES.

SECTION D - TYPICAL FLOATING DOCK WITH SUBMERGED ANCHORING

SCALE: 3/32" = 1'-0"



SCALE: 3/32"=1'-0"



NOTES:

1. PRODUCT SIMILAR TO MARINA ACCESSORIES, INC. MARINA TRASH SKIMMER, OR APPROVED EQUIVALENT.
2. TRASH SKIMMER TO ATTACH TO FLOATING DOCK VIA MANUFACTURER PROVIDED MOUNTING BRACKETS.
3. TRASH SKIMMER CAN BE RELOCATED AS REQUIRED FOR OPTIMAL PERFORMANCE AT SITE.

DETAIL - TYPICAL MARINA TRASH SKIMMER

SCALE: NTS

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